GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

Contents for Week of November 21, 1932. Vol. XI. No. 19.

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BRIGHTENING THE SIDEWALKS OF LONDON TOWN

The "screever" is a familiar figure in the English capital. Some of them do really excellent work with colored chalk and make a fairly decent living from the pennies and sixpences that admiring passersby throw to them. This man's "easel," the Victoria Embankment, was the scene of recent unemployed riots in London (See Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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London's Horse Guards' Parade and Its Pageantry

LONDON'S Horse Guards' Parade, normally a place of much guard-changing and other make-believe military pageantry, was the center of some of the severest rioting during the recent disturbances of unemployed in the British capital.

A mob of several thousand, pouring down Whitehall from Trafalgar Square in the direction of the Houses of Parliament, was met in front of the Horse Guards building by a living wall of "bobbies" (police) and driven back.

Soldiers of One's Boyhood Dreams

The Horse Guards' Parade is a bit of old London whose pageantry in ordinary times adds color to the lives of citizens and to thousands of American visitors alike. Turning down picturesque Whitehall in the direction of Westminster Abbey the stranger sees on the right, just beyond the stately pile of the Foreign Offices, a gray-stone Georgian structure set back from the street and surmounted by a great clock tower, the main feature of the building.

Mere walls of sooty stone, however representative of eighteenth-century architecture, at first escape notice altogether. Attention is riveted on the two mounted sentries at the sides of the entrance gate. Only later does one become conscious of their background. For here are the soldiers of one's boyhood dreams, gorgeousness and romance and manly beauty combined.

Great six-foot men they are, mounted on silken steeds, and resplendent in steel and scarlet and gold. Motionless as statues stand horse and rider except when a smart salute greets some passing army officer. Such a salutation is accompanied by so much clatter of metal armor that dreamy officials not expecting this demonstration of respect have been brought back to earth with a most undignified jump.

Children Ask "Are They Wax or Real Soldiers?"

Never a smile crosses the guard's face, and his horse seldom moves. It is an open question between London children and their nursemaids as to whether the statues are real or wax, like the figures at Madame Tussaud's Museum. They are the lead soldiers of boyhood grown big and come to life. There they stand day in and day out, summer and winter. Every hour the individual sentries change, but so much alike are they that the yearly visitor to London has the feeling that the same friendly silent horseman greets his eye that delighted his soul last year and the year before.

The old Georgian building known as the Horse Guards is used for military purposes, containing at present the office of the Commander-in-Chief of the home forces. It occupies the site of the tilt yard of Whitehall Palace which Henry VIII took from Cardinal Wolsey upon the latter's downfall. In this palace the great Elizabeth held her court, in front of it Charles I was beheaded, and at Whitehall Charles II led his merry life under the motto of "Evil to him who evil thinks."

Shortly after the brief reign of James II the palace was burned, leaving only the Banqueting Hall which stands to the present day, and which was perhaps the most beautiful part of the royal residence, having been planned by the famous architect, Inigo Jones.

The Horse Guards itself dates from the middle seventeen hundreds and is an excellent example of Georgian architecture. It served originally as barracks for royal guardsmen. An archway under the clock tower leads to a graveled open space facing St. James Park. Through this archway only the King and a few highly

© Photograph by Gabriel Bretocq

MODERN ANTIOCH (ANTAKIYA) WHERE CHRIST'S DISCIPLES WERE FIRST CALLED CHRISTIANS

The ancient city extended along both banks of this river, which was crossed by five bridges. To-day only one, of Roman origin, remains. There still exist interesting traces of the imposing fortifications, which consisted of high walls topped by 360 towers. The hippodrome at Antioch was supposed to have been the scene of the famous chariot race in General Lew Wallace's "Ben Hur" (See Bulletin No. 3).

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Modernized Tadzhikistan, a Hidden Corner of Old Turkestan

TADZHIKISTAN (properly Tadzhik Socialist Soviet Republic), which was made a unit of the Union of Socialist Soviet Republics as recently as 1929, now is linked with the rest of the Soviet Union by railroad and airplane, and power from its own hydroelectric station lights the streets and new houses of Stalinabad, its capital.

None of these things seems very remarkable until it is considered that Tadzhikistan occupies the extreme southeastern corner of old Russian Turkestan, a hidden nook on the mountain tableland where Sinkiang (Chinese Turkestan), India, and Afghanistan are next-door neighbors.

A Region the Tsars Forgot

With an area just 12 square miles less than that of Alabama the new Republic is nevertheless as difficult to find as the proverbial needle in the haystack. On none but the most recent maps can it be located. Roughly it includes bits of the old provinces of Bokhara, Samarkand and Pamir of Russian Central Asia, or Russian Turkestan, as it was once called.

A rough outline of Tadzhikistan may be drawn by placing the point of a pencil on a map of Asia about 50 miles due southeast of the city of Samarkand. A wavy line drawn east of this point to the border of Chinese Turkestan is nearly the line of the northern boundary of the Republic. The eastern boundary follows the Sinkiang border southward to Afghanistan. The southern boundary follows the northern border of Afghanistan to within about 50 miles east of the city of Termez. The western boundary may be indicated by a line, slightly bulging toward the east, linking the western ends of the north and south boundaries.

During the rule of the Tsars, there was little, if any modern development in Tadzhikistan. This corner of Central Asia was seldom visited by outsiders except explorers. The highways were mere camel tracks over which moved long caravans, and railroads had not penetrated the region.

Men and Boys Wear Earrings

Stalinabad, the capital, until recently a village of 600 called Dyushambe or Jushambe, is now a busy city with a population of nearly 60,000. Although the inhabitants of the city have but recently heard the first blast of a steam engine whistle, the roar of airplane motors is a familiar sound, for the capital has for some time been a stop on a branch of the air route between Termez, on the northern border of Afghanistan, and Kagan, near the city of Bukhara. The new railroad from Termez to Stalinabad, and more than 300 miles of modern highways, are replacing the caravan routes in the more level regions of western Tadzhikistan.

There are about 800,000 inhabitants in the new Republic. Both sexes wear voluminous trousers and long coats, but the traveler can distinguish the men by their skull caps, and the women by their bright-colored shawl headcoverings. At close range the women are more easily singled out by the bracelets, rings, necklaces and the other trinkets they wear. Men and boys wear earrings, not as ornaments, but as charms against evil spirits.

In the summer, there is an exodus of Tajiks from the lower regions to the mountains, especially among the cattle herdsmen who seek new pastures. Almost in the shadow of the glaciers of the Pamirs, travelers find felt-covered tents, which are the temporary homes of the herdsmen. They also come upon small settlements of houses eight feet high, the walls of which are built with cobbles and a little mud.

privileged persons may drive, and the space beyond is the scene of one of London's most gorgeous pageants, the annual "trooping of the colors" on the King's birthday.

On this day the royal guards regiments pass in review before the King with their regimental colors flying. Picturesque uniforms of gorgeous hues, fine drilling, and a distinguished audience combine to make one of the greatest of the "free shows" of old England.

Note: For additional material about London and photographs see "Some Forgotten Corners of London," *National Geographic Magazine*, February, 1932; "Highlights of London Town," May, 1929; "London from a Bus Top," May, 1926; "Black Headed Gulls in London," June, 1925; and "Looking Down on Europe," March, 1925.

Bulletin No. 1, November 21, 1932.

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LIKE A LIVING STATUE; A SENTINEL OF THE HORSE GUARDS

Although passing throngs walk almost under the horse's nose in Whitehall both rider and mount remain almost motionless during their period of duty. A favorite trick of visitors used to be to drop a half crown down inside the high boots, but it never induced a flicker of movement from the disciplined guards.

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Huge Stadium Found at "Antioch the Glorious"

NOT all the great stadiums of the world are to be found near American colleges. An expedition of French and American scientists exploring the ruins of ancient Antioch (Antakiyah), in northern Syria, has uncovered the foundations of a hippodrome which had a capacity of 80,000 persons, comparable in size to the Rose Bowl at Pasadena and the Yale Bowl in New Haven.

Modern Antioch, a drab city of 30,000 inhabitants, lying about 15 miles up the Orontes River from the Mediterranean, is a mere shadow of the gay city that once was the capital of the great empire of Seleucus Nicator, favorite of Alexander the Great, and later capital of the Roman Empire in the Orient.

A Meat-Stealing Eagle Chose Site

Traditionally, Antioch owes its location to the flight of an eagle. Antigonia, built in 307 B. C., a few miles north of Antioch, was planned to be the fountainhead of government, commerce and industry in the Near East. While Seleucus was offering sacrifices at an altar in the city, an eagle swooped down, caught a piece of meat from the altar, and flew to the banks of the Orontes River. Seleucus interpreted the eagle's act as an omen that the gods wished him to found a capital on the river.

Six years later Antigonia was destroyed and Antioch rose to become, in time, the Gate of the East and third city in the Roman Empire.

Antioch was laid out in checkerboard fashion with its main street following the course of the river. Other streets ran parallel or at right angles. An 80-foot wall, broad enough at the top for four horses to be driven abreast, surrounded it.

Ben Hur Drove His Chariot There

The outstanding feature of the new city was the four-mile main street that connected the east and west gates. On each side rose double rows of lofty marble columns between which Ben Hur drove his chariot and Caesar paraded in triumph. Flanking the street was a marble-paved, covered promenade adorned with statues and façades of government buildings.

At night the main street was a great white way. The rumble of chariot wheels and clatter of horses' hoofs mingled with the gay laughter of the promenaders and merrymakers who thronged the numerous baths near-by. These were fed by large aqueducts from the surrounding hills. The main street was intersected mid-town by another gay, marble-columned street.

Outside the eastern gate King Herod of the Jews built a continuation of the main street to resemble the wall-inclosed thoroughfare. Beyond the west gate was the suburb, Heraclea, its main road flanked with gardens surrounding fine villas of the Antioch nobility. Six miles from the city lay the Valley of Daphne with its rich gardens and ornate temples.

Despite its gayety, however, Antioch's path was often strewn with sorrow. Its walls were frequently pounded by jealous enemies. In 538 A. D. the Persians entered the city, massacred many of its inhabitants, set fire to its buildings and left with statues, beautiful marbles and treasures of gold and silver and many captive citizens. From this sacking Antioch never recovered its former glory.

The Saracens took the city in 635, the Crusaders captured it in 1098 and the Sultan of Egypt stormed it in 1268. Early in the sixteenth century it passed into

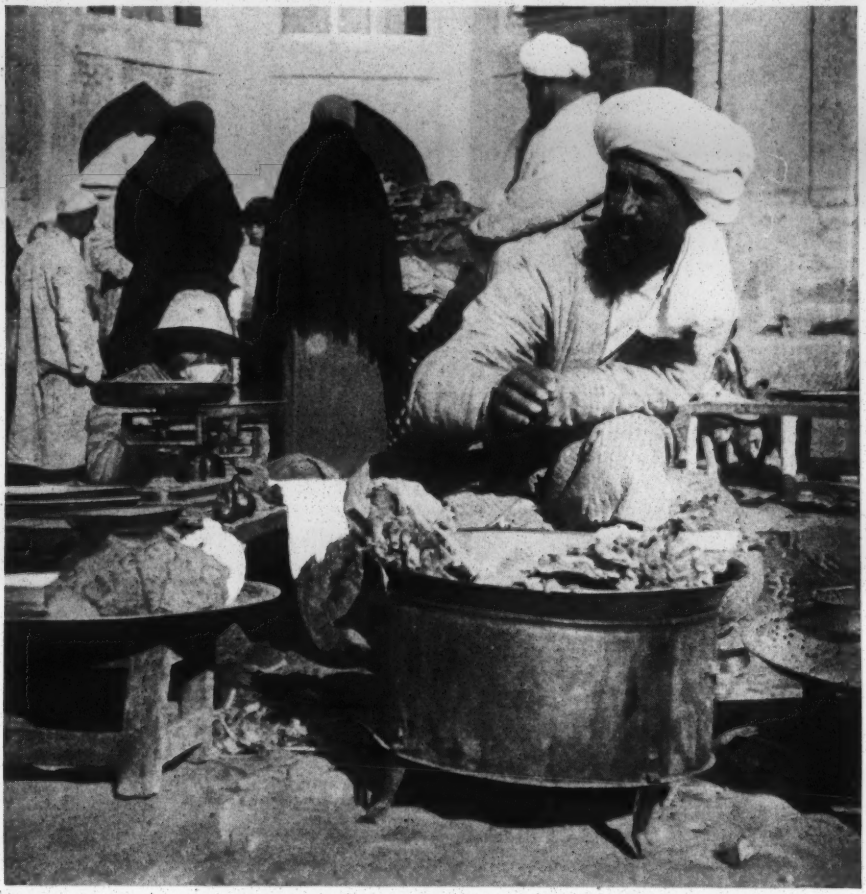
The houses along the dusty streets are similar except that their walls are of clay with a few cobbles.

In both regions, the Tajik roofing consists of saplings and split timbers, covered with six inches of clay and a layer of sod. If there is a courtyard, it is usually occupied by horses and camels, but now and then the traveler may peek through the gates into a flowering garden spot.

The Tajiks are efficient farmers, as shown by the cultivation of apricot orchards, grain fields and cotton plantations. By crude irrigation works, barren, desolate patches of land have been developed into fine producing areas. New irrigation projects, among the largest in the Soviet Union, are expected to open large areas to farming soon.

Note: A recent description of American engineering work in Central Asia is included in "Surveying through Khoresm," *National Geographic Magazine*, June, 1932. See also: "Russia of the Hour," November, 1926. The near by Pamirs are described in "First over the Roof of the World by Motor," March, 1932. Tadzhikistan is one of the several hundred new place names that appear on The National Geographic Society's "Map of the World," which is being sent to members of The Society with the December, 1932, issue of the *National Geographic Magazine*.

Bulletin No. 2, November 21, 1932.



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AN OPEN-AIR RESTAURANT IN SAMARKAND

This colorful city of ancient Turkestan, near the new Tadzhik S.S.R., still clings to many of its ancient costumes and habits despite political changes which, in recent years, have brought railroads, buses, hydroelectric plants and other modern devices into the heart of Asia.

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A Steamer That Takes a Freight Train to Sea

THE port of New York has received and cleared many strange craft, but few more unusual than the "seatrain," a steamer capable of carrying 100 loaded freight cars safely within its hold. Such a vessel left New York last month for New Orleans, via Havana, with a cargo of paper, steel, olive oil, soap, cement, etc., all loaded on cars ready for immediate transshipment on Cuban and Gulf coast railroads.

While a "seatrain" is no new idea in southern waters, a special ruling of the Interstate Commerce Commission was needed before it could be operated on a six-month trial period between north and south points already connected by U. S. railroad lines. Steamship lines and railroads protested because the "seatrain" has a speed of 16½ knots, can transport freight faster than any coastwise steamer, and can take it from New York to New Orleans in six days for about half the rail fare.

"Floating Rail Link" with Cuba

Ferries which can carry loaded freight cars on one deck over relatively smooth waters are in operation in several ports and are successfully run between Key West (end of the most southernly U. S. rail line) and Havana. Louisiana and Cuba have also been connected since 1929 by a "seatrain," serving as a "floating rail link" between New Orleans and the lines of the Cuban republic south of us. The new steamer from New York is the first to operate between two American ports.

The "seatrain" operating between New Orleans and Havana, similar to the new boat, is a large craft, with four decks, that looks like any other freighter from the outside. Ninety-five loaded freight cars can be stowed aboard and so anchored on the mile of track below decks that the vessel can navigate with safety through the heaviest seas.

In loading the boat, at Belle Chasse, a few miles below New Orleans, freight cars are switched out on a trestle, then lifted by a powerful traveling crane and let down into the hold of the ship, which is provided with four tracks on each of the four decks. The cars are shifted wherever needed to balance the cargo. A similar crane is required at the other terminal, in Havana, and spur tracks link it with Cuban railroads.

Speeds Shipments of Liquids

The "seatrain" method of shipping bulk cargo of a certain class saves the expense of unloading the car, reloading on the ship, unloading the ship, and transferring the freight to new cars at the port of destination.

As Cuba possesses the same gauge lines as those of the United States, flour in a freight car loaded at Minneapolis, for instance, can travel to New Orleans via American railway lines. The same freight car can then be put aboard a "seatrain" for Havana, and two or three days later find itself speeding through the palm groves and sugar cane fields of Cuba to inland Camagüey, or to Santiago, at the eastern end of the island. Molasses, muriatic acid, lard, and industrial alcohol can be moved to best advantage in tank cars, which can be handled as easily on a "seatrain" as other types of freight cars.

Sugar was carried in bulk from Cuban centrals to the great refinery in New Orleans on one of the early trips of a "seatrain," but an unexpected complication arose upon arrival. The United States customs regulations then provided that "each sack of raw sugar of approximately 330 pounds must be tested for its sucrose content." There were no sacks and the regulations did not provide for tests except

Turkish hands. Earthquakes also wrecked the city from time to time. One chronicler reports that during one severe shock, more than 250,000 inhabitants were killed by falling walls.

After each catastrophe, Antioch rebuilt. While the columned highways, walls, gates and handsome buildings are memories, a large part of the modern city is built of the stones that once witnessed the processions and chariot races of "Antioch the Glorious."

Antioch also has been succeeded commercially by Aleppo. To-day its largest industries are shoe and soap making and hide tanning. Near-by corn, cotton and tobacco are grown, and licorice root is gathered for export to the United States.

Note: See also "Crusader Castles of the Near East," March 1931, *National Geographic Magazine*; "A New Alphabet of the Ancients Is Unearthed," October, 1930; "Skirting the Shores of Sunrise," December, 1926; and "Antioch the Glorious," August, 1920.

Bulletin No. 3, November 21, 1932.

© *Photograph by American Colony, Jerusalem*

LICORICE ROOT BEING MADE READY FOR EXPORT TO AMERICA

Once a gay, glittering city, starting point of many of Rome's most important military expeditions in the Near East, and the third city in the world in point of size, Antioch to-day handles licorice roots as one of its chief means of livelihood.

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Normandy, Land of Shimmering Streams and Apple Blossoms

A FEW days before France launched the largest ship in the world at St. Nazaire, in October, it was announced that the new superliner would be named "Normandie" (French spelling of Normandy), after the province of old France bordering the lower course of the Seine, and including Cherbourg and Le Havre, two of the principal seaports of France.

The *Normandie*, which weighed 30,500 tons at launching, is the largest mass of steel ever to slide down a shipway. More than 46 tons of tallow were used to grease the wooden chute along which it glided into the waters of the Loire. When completed in 1934 the *Normandie* will have a gross tonnage estimated between 60,000 and 72,000.

A Popular, Not a Political, Division of France

You may look in vain on a modern political map of France for Normandy. The old duchy has been subdivided since 1791 into five "departments," divisions which roughly correspond to the counties or shires in England. But Normandy is as familiar a division of modern France as New England is of the United States. Normandy, however, is something more than a section of France. Less in the present than in the past one dwells, while in Normandy, on the stirring times when this land of William the Conqueror had a life of its own, and the Norman name was famous from Scotland to Sicily.

But there is no denying the matchless beauty and charm of the present-day scene. Normandy, with its shimmering streams and widespread orchards of cider apples—acres and clouds of pink and white and green in the tender spring—the air quick with the thin, sweet, subtle fragrance, is a dreamland come true.

And spring is not only "apple blossom time in Normandy." By every farm, about the railroad stations, along the roads, and in private estates bristly hedges of scented haws vie with the purple and white clusters of great chestnuts, the long festoons of the towering acacias (locusts), and other flowers innumerable.

Vistas Strongly Suggestive of England

Coming down from Cherbourg toward Paris many of the vistas are strongly suggestive of England—trim little farms, whose quaint old houses hide behind tree and hedge; moss-grown open byres, where sleek cattle chew their reflective cuds, and splendid, towering old trees, among the finest in France. And the roads—royal highways, smooth as floors, bordered by endless processions of trees, as carefully tended and trimmed as if they were in a park.

What an air the many mud-houses have, with their great thatched roofs! The walls are built of a sticky, clayey soil, that dries rock-hard in the sun. The roofs are a joy, simply thick rolls of straw laid close by the farmer and cemented together by Nature in a few months with moss and flowers. The beauties of Normandy are as varied as they are striking, and a single day among them brings a sympathetic understanding of the struggles of centuries to hold such a lovely province.

One of the fiercest of these struggles began with the Norsemen back in the ninth century. Their strange, dragon-prowed galleys swooped down upon the French coasts, and the frolicsome vikings came inland, destroying in true pirate fashion.

It took them about a century to secure more than a mere toehold; but then King

"by the sack." So the whole cargo had to be put into sacks for testing before it could be taken to the refinery, where it was immediately unsacked!

It is easy to understand how world trade in certain goods could be speeded if "seatrains" connected rail terminals normally separated by large bodies of water.

Perhaps in the future, stay-at-homes may see in the heart of Pennsylvania, or in Montana, freight cars bearing the names of strange foreign railroads, or travellers abroad may run into familiar American box cars or tank cars on sidings in South Africa, in Japan, or in the heart of Argentina.

Bulletin No. 4, November 21, 1932.

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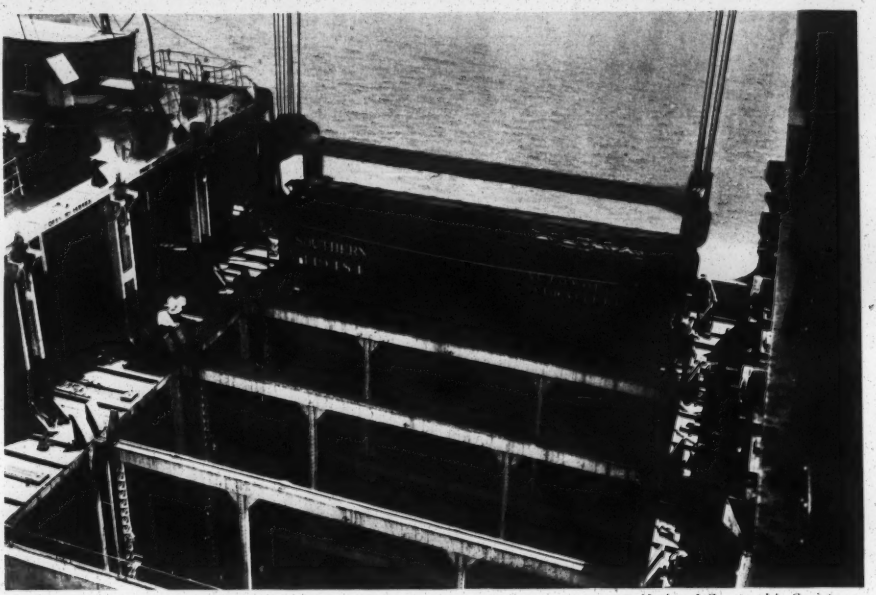

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A LOADED FREIGHT CAR GOES FOR A LONG BOAT RIDE

The "seatrain," with its sheltered decks deep in the hold of a steamer, is able to carry a whole train of cars safely through heavy seas, whereas the ferryboat usually must run in sheltered waters. The loading well of this steamer is four decks deep. The cars are securely fastened after they have been rolled to their proper places in the vessel.

Charles the Simple did a wise thing and made the pirates welcome. They settled thickly along the lower reaches of the Seine and made Rouen their capital.

The story of their conquest of England in 1066 reposes safely under glass to-day, after a somewhat stormy career, in the placid little city of Bayeux, one of William the Conqueror's towns. Bayeux's quaint old houses cling about the handsome cathedral as barnacles grow upon a rock, and through the meadows all about meanders a sleepy little stream gemmed with lilies.

But it is the "tapestry" in the museum that makes Bayeux a magnet. No more original or curious history of a war was ever wrought than this seamless strip of plain linen—not tapestry at all—230 feet long, by 18 inches wide, covered with vivid sketches in worsted embroidery of eight colors.

Clearly and in great detail the fifty-eight scenes tell the story of the preparation of William the Conqueror's fleet and the Battle of Hastings. The needle sketches are rude and simple, hardly more than mere artistic shorthand suggestions; but they were done with such fidelity to the facts and such dash that they move us even yet as no mere written account can.

Note: See also "The Maid of France Rides By," *National Geographic Magazine*, November, 1932; and "The Land of William the Conqueror," January, 1932.

Bulletin No. 5, November 21, 1932.

© *Photograph by Underwood & Underwood*

HAULING A FISHING BOAT UP ON THE BEACH AT A NORMAN PORT

The cliffs at Etretat, this picturesque village a few miles from Le Havre, are pierced by openings worn by the waves. Etretat is a resort beloved of artists and literary men. It contrasts sharply with Deauville, Biarritz and other more fashionable watering places.